SUPREME COURT OF THE UNITED STATES

No. ~~202.~~ 68.

THE PACIFIC MAIL STEAMSHIP CO., PL'FFS IN ER.,

vs.

WILLIAM H. JOLLIFFE.

IN ERROR TO THE COUNTY COURT OF THE CITY AND COUNTY OF SAN FRANCISCO.

GOVERNMENT PRINTING OFFICE.

867

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1 City and county of San Francisco, justice's court, 2d township, State of California.

W. H. JOLIFFE, plaintiff,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gate," Forbes & Babcock, agents, defendants.

Complaint.

The plaintiff complains of the defendants, and for cause of action says:

That he is a regularly appointed and licensed pilot for the port and harbor of San Francisco, under an act of the legislature of the State of California, entitled "An act to establish pilots and pilot regulations for the port of San Francisco," approved May the 20th, 1861.

That he is attached to the pilot boat "Fanny," which said boat is over forty tons register, and is in good condition for service.

That on the first day of November, 1861, the steamship "Golden Gate," then being in the port of San Francisco, and about to proceed to sea on a voyage out of the State of California, and not being in tow of a steam-tug, the plaintiff first offered his services to the master of the said steamship "Golden Gate" to pilot the said steamship "Golden Gate" to sea, which said offer of services the said master then and there declined, whereby a right of action for half pilotage accrued to the said W. H. Joliffe, in the sum hereinafter named.

2 And the plaintiff avers that Baby was then and there master of said vessel, and the Pacific Mail Steamship Company are the owners thereof; and that under the 22nd section of the said act all vessels, their tackle, apparel, and furniture, and the master and owners thereof, are jointly and severally liable for pilotage fees, to be recovered in any court of competent jurisdiction.

And the plaintiff avers that under the 24th section of said act the plaintiff is entitled, upon all vessels over one hundred and fifty and under five hundred tons, at the rate of three dollars and fifty cents per foot draft, for half pilotage, where an offer of services is declined; and on all vessels over five hundred tons, an addition of four cents per ton, registered measurement.

And the plaintiff avers that the said steamship then drew fifteen feet and registers 2,067 tons, which entitle the plaintiff, on her draft, to $52 50, (fifty-two $\frac{50}{100}$ dollars,) and on her tonnage to forty-one dollars and $\frac{34}{100}$; wherefore the plaintiff prays for judgment in the sum of ninety-three $\frac{84}{100}$ against the defendants, the Pacific Mail Steamship Company, with costs.

GREGORY YALE,
Attorney for Plaintiff.

3 State of California, in the justice's court of the second township in and for the city and county of San Francisco.

Summons.

The people of the State of California to the Pacific Mail Steamship Company, a foreign corporation, and owner of steamship "Golden Gate," Forbes & Babcock, California agents, greeting:

You are hereby summoned to appear before me, at my office, in the second township of the city and county of San Francisco, on the 19th day of November, A. D. 1861, at 3 o'clock p. m., to answer unto the complaint of Wm. H. Jolliffe, who claims to recover of you the sum of ninety-three $\frac{84}{100}$ dollars, due for half pilotage, as appears per complaint on file in my office, when judgment will be taken against you for the said amount, together with costs and damages, if you fail to appear and answer.

To the sheriff or any constable of said city and county, greeting:

Make legal service and due return hereof.

Given under my hand this 15th day of November, A. D. 1861.

WM. H. CULVER, [L. S.]
Justice of the Peace of said Township.

"Endorsed:"

I hereby certify that I have served the within summons by delivering a true copy thereof to Andrew B. Forbes and Wm. F. Babcock, agents of Pacific Mail Steamship Company, at San Francisco, personally, at the city and county of San Francisco, this 16th day of November, A. D. 1861.

SAM'L C. HARDEN,
Constable Second Township.

4 City and county of San Francisco, justice's court, second township, State of California.

W. H. JOLIFFE, plaintiff,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gate," Forbes & Babcock, California agents, defendants.

Answer.

The above-named defendants, for answer to the complaint of the above-named plaintiff, say:

They deny, upon information and belief, that plaintiff is, or was, on the first day of November, 1861, a regularly-appointed or licensed pilot for the port or harbor of San Francisco.

They deny that, by reason of any or all the matters set forth in said

complaint, a right of action for half pilotage accrued to the plaintiff in the sum of ninety-three dollars eighty-four cents, or in any other sum whatever.

They deny that plaintiff is entitled to any sum for half pilotage under the twenty-fourth section of the statute hereinafter referred to.

They deny that plaintiff is entitled to the sum of ninety-three dollars eighty-four cents, or to any other sum whatever.

They deny that all vessels, (and especially do they deny as to said steamship "Golden Gate,") their tackle, apparel or furniture, or the masters or owners thereof, are jointly or severally liable for any pilotage fees whatsoever under the statute of the State of California referred to in said complaint, or under any other statute.

2d. And for a further and separate defence to the cause of action in said complaint alleged, these defendants say:

That since the first day of January, 1852, said steamship "Golden Gate" has been, and still is, an American steamship, duly registered at the custom-house in the city of New York, State of New York, and owned by these defendants.

That the defendants are, and ever since the year 1848 have been, a corporation duly chartered under and by the laws of the State of New York, and pursuant to an act of the legislature thereof; that all the stockholders of said corporation are and always have been residents and citizens of the said State of New York; that the principal office for transacting the business of said corporation is and always has been located in the city of New York, State of New York, but, for the better transaction of their business, they have had and still have agencies in the city of Panama, New Granada, and in the city of San Francisco, California; that the business in which they are, and since 1849 have been, engaged is the transportation of passengers, merchandize, and treasure between the city of New York, State of New York, and the city of San Francisco, State of California, by way of Panama.

That said steamship "Golden Gate," since the first day of January, 1852, has been, and still is, an ocean steamship, propelled in whole by steam, exclusively engaged in navigating the waters of the ocean, and in carrying passengers and treasure between San Francisco, California, and Panama, New Granada.

That the plaintiff is a citizen of the State of California, and a resident therein.

That plaintiff and these defendants, and said steamship "Golden Gate," are each and all of them subject to the laws of the United States.

That on the 30th day of August, in the year 1852, a certain statute, entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,'" was enacted by the Senate and House of Representatives of the United States of America in Congress assembled, which said statute ever since has been and still is in full force and unrepealed.

That, among other things, it is provided by the first section of said statute that if any steam vessel should be navigated with passengers on board without complying with the term of said statute, the owners thereof, and the vessel itself, should be subject to the penalties contained in the second section of the act to which said statute was an amendment.

That, among other things, it is further provided, by subdivision tenth of section ninth of said statute, that it should be unlawful for any person to employ or any person to serve as engineer or pilot on any steam vessel carrying passengers who is not licensed by the inspectors, (provided for by said statute,) and that any one so offending should forfeit one hundred dollars for each offence.

That, among other things, it is further provided, by section thirty-eighth of said statute, that all pilots of any steam vessel carrying passengers should, before entering upon their duties, make solemn oath, before one of the inspectors (provided for by said statute,) that he will faithfully and honestly, according to his best skill and judgment, perform all the duties required of him by said statute, without concealment or reservation.

That, among other things, it is further provided, by section forty-fourth of said statute, that all parts of laws theretofore made which are suspended by or inconsistent with said statute are thereby repealed.

7 And these defendants aver that plaintiff was never licensed as a pilot by the inspectors, or by any inspector provided for or appointed or acting under said statute of the United States.

Defendants further aver that plaintiff never qualified or acted as a pilot under or in accordance with the provisions of said statute of the United States, and that plaintiff never complied with the terms of said last-mentioned statute, or with any of them.

That said steamship "Golden Gate" is and always has been "a vessel propelled in whole or in part by steam and carrying passengers" within the meaning of said statute, and is, and always since the passage of said statute has been, subject to its provisions and operation.

3rd. And, for a further or separate defence to the cause of action in said complaint alleged, these defendants say: That the compensation for the pilotage services, or offered pilotage services, set up and claimed by plaintiff in the complaint is, and every portion of such compensation is claimed under and by virtue of the provisions of a certain statute of the State of California, passed on the 20th day of May, 1861, and entitled "An act to establish pilots and pilot regulations for the port of San Francisco."

And these defendants aver that said statute of the State of California is unconstitutional and void, in this, that by the 24th section thereof an unjust discrimination as to the rates of pilotage and of half pilotage is made between vessels coasting between the ports of the State of California, and vessels coasting between the ports of other States of the United States and the ports of California, all vessels coasting between ports in the State of California being entirely exempted

by said 24th section from the provisions of said statute of the State of California, and all vessels over one hundred and fifty tons, from any State of the United States, other than the State of California, or from any foreign port, being thereby subjected to the rates of
8 pilotage and *and* half pilotage established by said statute of California.

And defendants aver that said last-mentioned discrimination in favor of vessels coasting between the ports of California is contrary to the provisions of the Constitution of the United States, and renders said statute of the State of California, and the rates of pilotage and half pilotage thereby established, unconstitutional, invalid, and void.

These defendants further aver that said statute of the State of California is unconstitutional and void, in this, that by the 24th section thereof, an unjust discrimination as to the rates of pilotage and of half pilotage is made in favor of vessels engaged in the whaling trade, the rate of pilotage for all such vessels being one dollar per foot draft, and the rate of half pilotage for all such vessels one-half dollar per foot draft; whereas by same section it is provided that the rates of pilotage for all vessels (save those coasting between ports in the State of California) over one hundred and fifty and under five hundred tons, shall be seven dollars per foot draft, and for those over five hundred tons, seven dollars per foot draft, and four cents per ton for each and every ton of their registered measurement, and for half pilotage one-half of said last-mentioned rates.

And defendants aver that said last-mentioned discrimination in favor of vessels engaged in the whaling trade is contrary to the provisions of the Constitution of the United States. and renders said statute of the State of California. and the rates of pilotage and of half pilotage thereby established, unconstitutional, invalid, and void.

These defendants further aver that said steamship "Golden Gate" is, and, since the first day of January, 1852, always has been, an American steamship, duly registered at the custom-house, in the port of New York, State of New York, exclusively employed in carrying passengers and treasure between the said port of New York and the port of San Francisco, California, by way of Panama.

9 These defendants further aver that said statute of the State of California, and the rates of pilotage and of half pilotage thereby established, are, in other respects, and for other reasons, than those hereinbefore particularly specified, contrary to the Constitution of the United States, invalid and void.

Wherefore defendants pray to be hence dismissed with costs.

SAN FRANCISCO, *November 20th*, 1861.

HALL McALLISTER,
Att'y for Defendants.

STATE OF CALIFORNIA,
City and County of San Francisco, ss:

A. B. Forbes, of aforesaid State, city, and county, being duly sworn, deposes and says that he has read the foregoing answer and

knows the contents thereof; that the same is true of his own knowledge, except as to the matters which are therein stated upon information and belief, and, as to those matters, that he believes it to be true. Deponent further says that the reason why this verification is not made by the defendants is, that they are a foreign corporation, incorporated, organized, and carrying on business under the laws of the State of New York; that their principal office is in the city of New York, State of New York; that their president, treasurer, secretary, and all their directors are residents of the said State of New York, and are not now, nor is said president, nor said treasurer, nor said secretary, nor any one of said directors, within the State of California. That he, deponent, is a member of the firm of
10 Forbes & Babcock, who are the agents and sole representatives of said corporation at this time within the State of California.

A. B. FORBES.

Subscribed and sworn to before me this 20th day of November, A. D. 1861.

[NOTARY SEAL.] GEO. T. KNOX, *Not. Pub.*

11 State of California, in the justice's court of the second township in and for the city and county of San Francisco.

W. H. JOLLIFFE, plaintiff and respondent,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gates," Forbes & Babcock, California agents, defendants and appellants.

Notice of appeal.

You will please take notice that the defendants, in this action above named, hereby appeal to the county court of the city and county of San Francisco, from the judgment therein made and entered in the said justice court on the 30th day of November, A. D. 1861, in favor of said plaintiff against said defendants, and from the whole thereof this appeal is taken on questions of law and fact. Dated San Francisco, this third day of December, A. D. 1861.

Yours, &c.,

HALL McALLISTER,
Attorney for Appellants.

To the JUSTICE OF SAID JUSTICE COURT and GREGORY YALE, Esq.,
Attorney for respondent.

"Endorsed:"

Service of copy of within notice of appeal hereby admitted 3d December, 1861.

GREGORY YALE.
Attorney for Plaintiff.

12 In the justice's court, second township, in and for the city and county of San Francisco, State of California.

WM. H. JOLIFFE,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gate," Forbes & Babcock, California agents.

Justice's transcript.

November 16th, 1861, complaint filed claiming to recover of defendants the sum of $93 $\frac{84}{100}$ due for half pilotage, as appears per said complaint. Summons issued to Sam'l C. Harding, constable, made returnable Nov'ber 19th, 1861, at 3 o'clock p. m. November 16th, 1861, summons returned, as personally served on Andrew B. Forbes and Wm. F. Babcock, agents Pacific Mail Steamship Co., at San Francisco, by delivering to each a true copy thereof. November 19th, 1861, by consent of parties, this case is adjourned until November 23rd, 1861, at 1 o'clock p. m. November 23rd, 1861, at 2 o'clock p. m., parties appear. Defendants files answer. W. W. Neal is sworn and examined as witness for plaintiff, and this case is adjourned until November 27th, 1861, at 1 o'clock p. m. November 27th, 1861, at 2 o'clock p. m., this case is submitted. November 30th, 1861, this court enters judgment for the plaintiff, and against the defendants, for the sum of ninety-three $\frac{84}{100}$ dollars damages, four $\frac{65}{100}$ dollars percentage, and the costs of this suit.

Costs $8 00

December 3rd, 1861, notice of appeal filed, and appeal undertaking filed.

13 I hereby certify that the foregoing is a true transcript of the proceedings in the above entitled cause, as entered in my docket, and that the annexed are all the papers filed in this court.

WM. H. CULVER,
Justice of the Peace, Second Township.

14 In the county court of the city and county of San Francisco, State of California.

W. H. JOLLIFFE, plaintiff,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gate," Forbes & Babcock agents, California, defendants.
} Finding.

Action for half pilotage. Appeal from Justice Culver, 2d township. Finding of the court.

This cause came on regularly and was tried by the court sitting without a jury, a jury trial having been expressly waived by the con-

sent of parties, and the trial being had by the court sitting as a jury according to the practice of the said county court.

Mr. Yale for the plaintiff, Mr. McAllister for the defendants.

The court finds, as matters of fact, as follows:

1st. That on the first day of November, 1861, the plaintiff was a regularly appointed, licensed, and qualified pilot, under a license issued by the pilot commissioners for the port and harbor of San Francisco, under an act of the legislature of the State of California, entitled "An act to establish pilots and pilot regulations for
15 the port of San Francisco," approved May 20th, 1861.

2nd. That on the first day of November, 1861, the plaintiff was not, nor was he at any time, a regularly appointed or licensed, or qualified pilot, under a license issued by the inspectors, or any of them, provided for by a certain statute of the United States entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,'" which was enacted by the Senate and House of Representatives of the United States of America in Congress assembled on the thirtieth day of August, A. D. 1852.

3rd. That plaintiff, as a regularly appointed pilot, under the act of the legislature of the State of California aforesaid, and whilst attached to the pilot boat "Fanny," on said first day of November, 1861, offered his services to the master of the steamship "Golden Gate," then being in the port of San Francisco, and about to proceed to Panama, New Granada, to pilot the said steamship to sea.

4th. That the master then and there in charge of said steamship declined the services of the plaintiff as pilot under said offer, no pilot licensed under aforesaid State statute and no pilot licensed under aforesaid United States statute then being on board, and the plaintiff being the first State pilot who offered his pilotage services.

5th. That the said steamship "Golden Gate," at the time she was so spoken by the plaintiff, was outward bound from the port of San Francisco to the port of Panama, New Granada, and that
16 F. R. Baby was master of said steamship. That at same time said steamship "Golden Gate" was, and ever since the first day January, 1852, has been, an American ocean steamship, duly registered at the custom-house in the port of New York, State of New York, and exclusively employed in navigating the ocean and carrying passengers and treasure between the port of San Francisco, California, and the said port of New York, by way of Panama; was of 2,067 tons, and was owned by the Pacific Mail Steamship Company, and that she drew fifteen feet of water when bound on the voyage aforesaid.

The conclusion of law, from the foregoing facts, is, that the plaintiff is entitled to judgment against the defendants, the Pacific Mail Steamship Company, (but not against the defendants, Forbes and Babcock, or either of them,) as owners of the said steamship, for half pilotage in the sums of fifty-two $\frac{50}{100}$ dollars, being at the rate of $3 50 per foot draft, and forty-one $\frac{34}{100}$ dollars, being at the rate of two cents

per ton registered measurement, making a total sum of ninety-three $\frac{84}{100}$ dollars and costs, under the 24th section of said State statute of the 20th of May, 1861, because this court is of opinion that said statute of the State of California is not, as claimed by the defendants in their answer filed herein, and upon the argument of this cause, in anywise at variance with, or repugnant to, any of the provisions of the Constitution of the United States, and because, further, this court is of opinion that said statute of the State of California is not, as claimed by the defendants in their answer filed herein, and upon the argument of this cause, in anywise at variance with, or repugnant to, any of the provisions of the aforesaid statute of the United States, but, on
17 the contrary, is a constitutional, legal, and valid enactment.

M. C. BLAKE, *County Judge.*

Endorsed: Filed February 19, 1862.

W. HARNEY, *Deputy Clerk.*

18 In the county court of the city and county of San Francisco, State of California.

W. H. JOLLIFFE, plaintiff,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of steamship "Golden Gate;" Forbes & Babcock, California agents, defendants.

Judgment.

This cause being an appeal on the part of the defendants from the justice's court of the second township was called in its order upon the calendar. Mr. Yale appeared as counsel for the plaintiff and Mr. McAllister for the defendants; a trial by jury being expressly waived by the counsel of the respective parties, this cause was tried by the court without a jury, thereupon evidence was adduced on the part of plaintiff and defendants. After argument of counsel, the cause was submitted to the court for consideration and decision. After due deliberation, the court renders its finding and decision therein in writing, which is filed, and orders that judgment be entered in accordance therewith; wherefore, by reason of the law and the finding aforesaid, it is ordered, adjudged, and decreed that W. H. Jolliffe, plaintiff, do have and recover of and from the Pacific Mail Steamship Company, defendants, the sum of ninety-three $\frac{84}{100}$ dollars, with interest thereon, at the rate of ten per cent. per annum from the
19 date hereof until paid, together with said plaintiff's costs and disbursements incurred in this action, amounting to the sum of eleven $\frac{50}{100}$ dollars, because it is the judgment of the aforesaid court that a certain statute of the State of California, entitled "An act to establish pilots and pilot regulations for the port of San Francisco," approved May 20th, 1861, is not, as claimed by the defendants in their answer

filed herein, and upon the argument of this cause, in anywise at variance with, or repugnant to, any of the provisions of the Constitution of the United States; and because, further, it is the judgment of the aforesaid court that said statute of the State of California is not, as claimed by the defendants in their answer filed herein, and upon the argument of this cause, in anywise at variance with, or repugnant to, any of the provisions of the statute of the United States, entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,'" enacted August 30th, 1852, but, on the contrary, is a constitutional, legal, and valid enactment.

Judgment rendered February 19th, 1862.

20 UNITED STATES OF AMERICA, *ss:*

The President of the United States of America to the Hon. M. C. Blake, sole judge of the county court of the city and county of San Francisco, State of California, greeting:

Because in the record and proceedings, as also in the rendition of a judgment in a plea, which is in the said county court of the city and county of San Francisco, State of California, before you, between William H. Jolliffe and the Pacific Mail Steamship Company, a manifest error has happened, to the great damage of the said Pacific Mail Steamship Company, as by their complaint appears; and it being fit that the error, if any there hath been, should be duly corrected, and full and speedy justice done to the parties aforesaid in this behalf,

you are hereby commanded, if judgment be therein given, that
21 then, under your seal, distinctly and openly, you send the record and proceedings aforesaid, with all things concerning the same, to the Supreme Court of the United States, together with this writ, so that you have the same at Washington on the first Monday of December next, in the said Supreme Court, to be then and there held, that the record and proceedings aforesaid being inspected, the said Supreme Court may cause further to be done therein, to correct that error, what of right, and, according to the law and custom of the United States, should be done.

Witness the honorable Roger B. Taney, chief justice of the said Supreme Court of the United States, this twenty-fourth day of December, in the year of our Lord one thousand eight hundred and sixty-one, and of the independence of the United States the eighty-sixth.

22 In testimony whereof, the clerk of the circuit court of the United States for the districts of California hath hereunto
[SEAL.] subscribed his name and affixed the seal of said United States circuit court, on this fifth day of March, A. D. one thousand eight hundred and sixty-two.

HENRY C. HYDE,

Clerk of the U. S. circuit court for the districts of California.

I hereby allow the within writ of error, and I certify that the security of the bond taken thereon is satisfactory to me, and sufficient to entitle said writ of error to operate as a supersedeas.

San Francisco, March sixth, A. D. 1862.

M. C. BLAKE, *County Judge.*

Filed March 6th, 1862.

WM. HARNEY, *Dep. Clerk.*

Citation.

23 UNITED STATES OF AMERICA, *ss:*

To William H. Jolliffe, defendant in error, greeting:

You are hereby cited and admonished to be and appear at a Supreme Court of the United States to be holden at Washington on the first Monday in December next, pursuant to a writ of error filed in the clerk's office of the county court of the city and county of San Francisco, in the State of California, wherein the Pacific Mail Steamship Company are plaintiffs, and you, William H. Joliffe, are defendant in error, to show cause, if any there be, why the judgment in said writ of error—*to show cause, if any there be, why the judgment in the said writ of error*—mentioned should not be corrected and speedy justice should not be done to the parties in that behalf.

Witness the honorable M. C. Blake, sole judge of the county court of the city and county of San Francisco, in the State of California, at San Francisco, this sixth day of March, A. D. 1862.

M. C. BLAKE,
County Judge.

Endorsed: Due service of a copy of within citation hereby admitted. March 6, 1862.

GREGORY YALE,
Att'y for Def't in Error.

Endorsed: Filed March 6, 1862.

W. HARNEY, *Deputy Clerk.*

24 State of California, county court in and for the city and county of San Francisco.

WILLIAM H. JOLLIFFE, plaintiff and respondent and defendant in error,
vs.
THE PACIFIC MAIL STEAMSHIP COMPANY, a foreign corporation, and owner of the steamship "Golden Gate;" Forbes & Babcock, California agents, defendants and appellants and plaintiffs in error.

I, Washington Bartlett, county clerk of the city and county of San Francisco, State of California, and clerk of the county court thereof,

do hereby certify the foregoing to be true and correct copies of the various papers on file in this office, and of the various orders entered upon the minutes of said court in the above-entitled cause; and also of the judgment of this court in said cause, of the original writ of error, and of the citation, and that the same constitute the transcript or writ of error from the judgment of this court to the Supreme Court of the United States of America. I further certify that the necessary undertaking on said writ of error has been duly filed in my office.

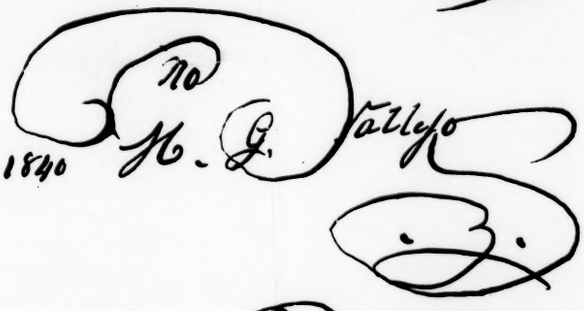
In witness whereof I have hereunto set my hand and the [SEAL.] seal of our said county court of the city and county of San Francisco, this 19th day of March, 1862.

WASHINGTON BARTLETT, *Clerk.*

Ap 7 9. 1840

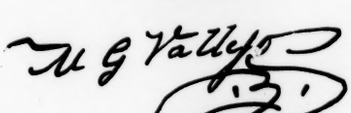
M. G. Vallejo Mch 18/52

M G Vallejo Ap 6/52



Ap 9. 1840

M G. Vallejo Aug 29/52



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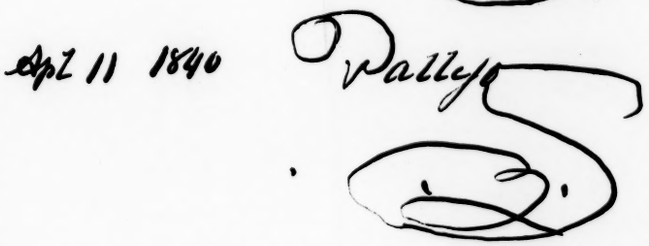

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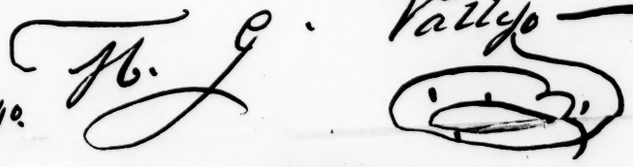

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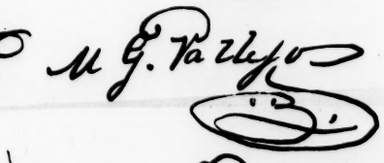
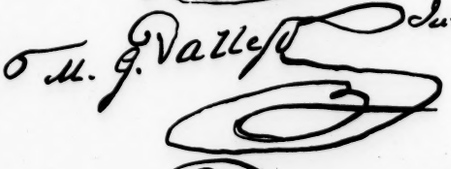


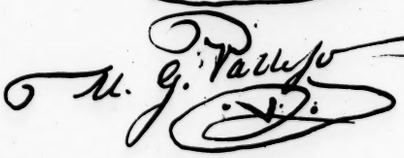
M G. Vallejo May 27/52

M. G. Vallejo July 9/52

Ap 12 1840.



M. G. Vallejo Jun 13/52



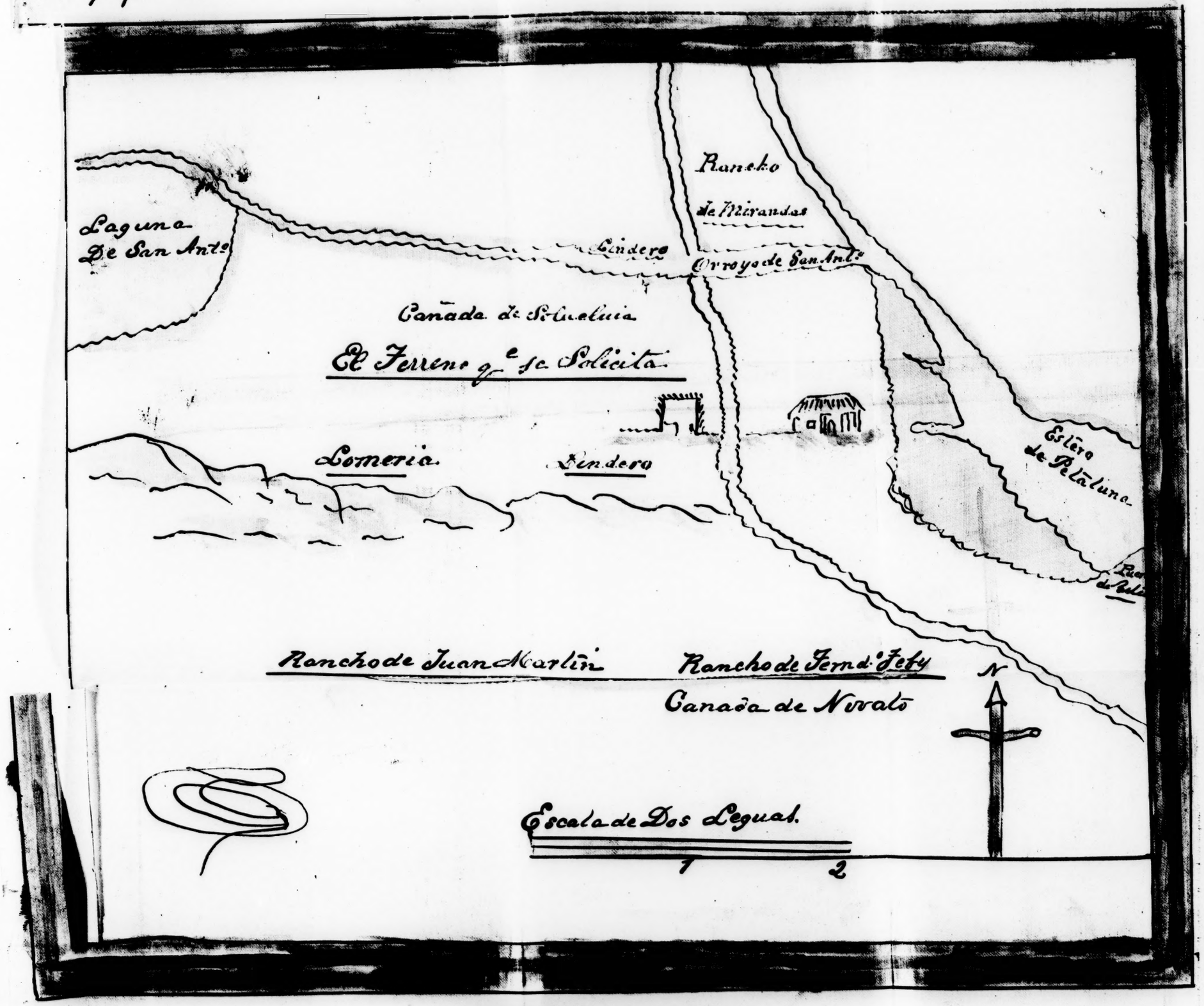
M. G. Vallejo Mch 17/52

Ap 16th 1840

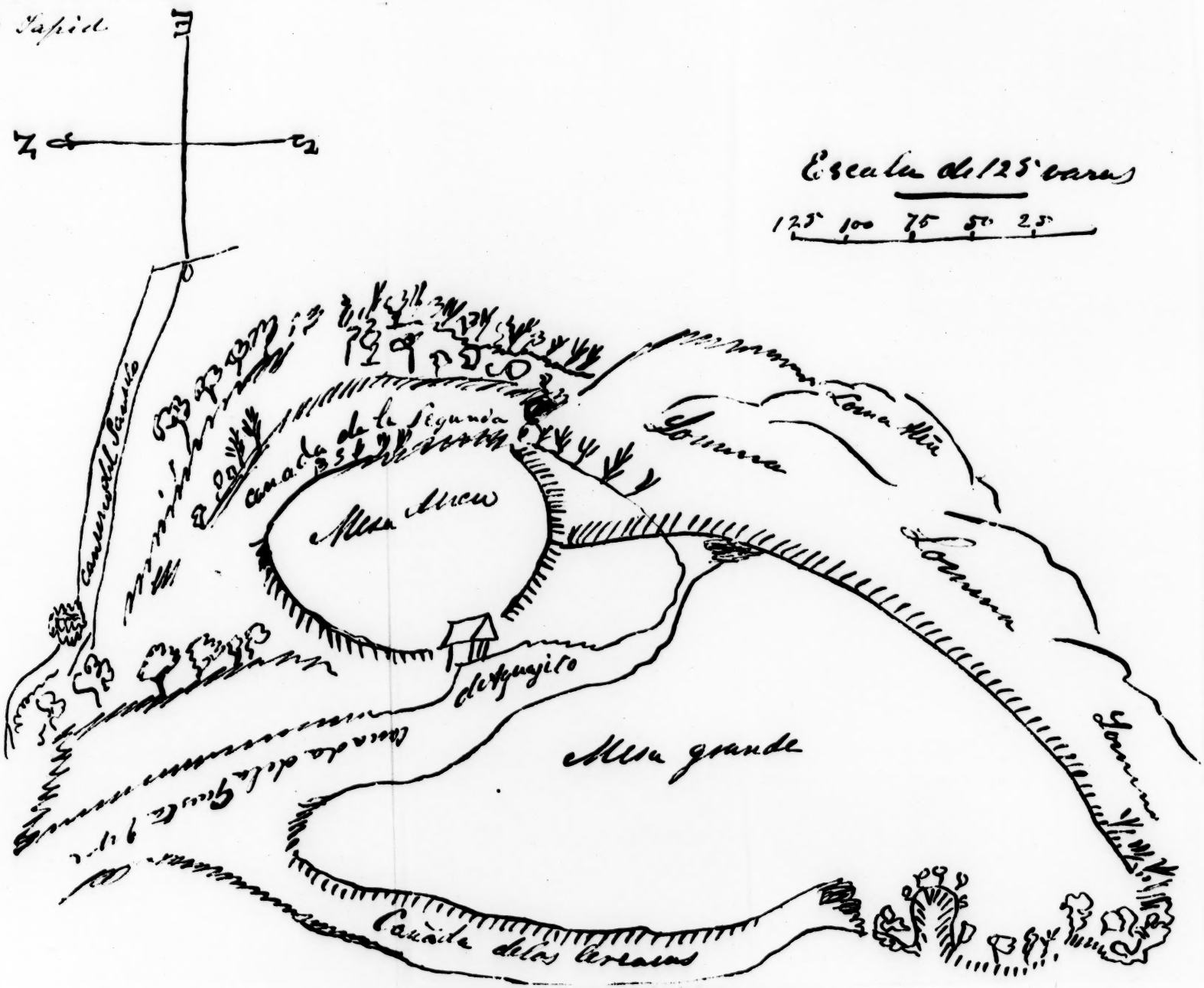
M G Vallejo Mch 18/52

243. Title to U. S.
Page 379-

(2)



V. 297. de S. Sabiel
pag. 17.



No 208 U.S. D. Yorba page 4.

R° UAPE

RINCON

RANCHO DE LA SIERRA

Situate in the Counties of Los Angeles & Sn Bernardino Calif.a
claimed by Don Bernardo Yorba
containing 17084 acres or 3 sq. Leagues 4064 acres

Sn.ta SANTIAGO

TEMASCAL

I hereby Certify the above to be a Correct plat of the Rancho de la Sierra as Surveyed by me on request and under direction of the Claimant Don Bernardo Yorba with moneth of October 1855

Los Angeles City November 3, 1855

Geo Hansen, County Deputy Surveyor
of Los Angeles County.